

in southeastern Chula Vista and associated mixed use land use along the adjacent SR-125 corridor. Much of this development was coded as vacant/undeveloped or agriculture in the year 2002 data.

This SR-125 corridor will become the primary employment and commercial center of eastern Chula Vista. Its importance in terms of bicycle planning is based on its centrally located position within the eastern section of the City as a major bicycle commuting destination point. The demand for bicycle facilities can be expected to grow with increases in employment density, especially for amenities favored by commuters such as secure bicycle parking, bike lockers and showers at their destination points.

Overall, housing and employment will continue to be dispersed across the City as they are now, retaining commercial concentrations along major thoroughfares, but the eastern portion of Chula Vista will have more areas of mixed use that imply a greater mix of housing, services and consumer outlets. Land use changes in the western portion of Chula Vista are not expected to be significant, but some moderate density residential area expansion along major thoroughfares is indicated in the future land use data bases.

4.3 Existing Residential Areas

Residential land uses are by far the most common origin points for bicycle trips within a community, followed by bicycle trips originating in the residential areas of adjacent communities. Analyzing census housing density data is the primary method to determine what areas of a city will be most likely to generate bicycle trips. Logically, the higher the housing density, the more bicycle trips will be generated.

The bicycling trips originating in residential areas typically terminate at schools and employment centers, retail and entertainment centers, parks and open space, as well as at other residential areas. For this reason, the sizes, densities and locations of residential developments and their relationships to other land uses such as schools, employment centers and parks and open space are crucially important to bikeway facility planning.

Most bicycle trips are likely to be for transportation (commuting to work or school), recreation and exercise purposes. These categories were very evenly distributed in questionnaire results. All use categories are likely to occur throughout the City, but recreational riding may occur more in the coastal portion of Chula Vista, while riding for exercise is more likely to occur in the eastern portion of the City where streets are wider, have fewer cross streets, but are often more steeply sloped. Commuter riding may occur anywhere, but commuters are more likely to be seen on the more direct routes utilizing major streets and arterials.

Based on the proposed land use, the City of Chula Vista will be built out within two decades and the development to come in the eastern half of the City will be primarily low density residential that closely emulates the topographically derived pattern of the existing residential development of ridgeline neighborhoods surrounded by canyon open space. The existing housing areas will expand beyond their immediate boundaries, in many cases into areas previously coded as vacant/undeveloped or agriculture.

Some areas of moderate residential density in the portion of Chula Vista west of I-805 will expand and others will change to low density, but virtually all areas of housing will remain.